

Nevada (mostly rail or mostly legal-weight truck), the choice among alternative transportation modes in Nevada (mostly rail, mostly legal-weight truck, or heavy-haul truck with use of an associated intermodal transfer station), and the choice among alternative rail corridors or heavy-haul truck routes with use of an associated intermodal transfer station in Nevada.

DOE has identified mostly rail as its preferred mode of transportation, both nationally and in Nevada. The environmental impacts for mostly rail are expected to be less overall than the impacts for mostly truck. For the mostly rail scenario, 9,600 rail and 1,100 truck shipments are expected for shipping 70,000 MTHM and, for the mostly truck scenario, 53,000 truck and 300 rail shipments are expected. The reduced number of shipments to move 70,000 MTHM and corresponding expected reduction in environmental impacts are the basis for preferring the mostly rail scenario.

NONPREFERRED ALTERNATIVES

DOE has identified the Caliente-Chalk Mountain rail corridor and heavy-haul truck route as “nonpreferred alternatives.” The U.S. Air Force has stated that it knows of no route across the Nellis Air Force Range (now known as the Nevada Test and Training Range) that would avoid militarily sensitive areas and not affect the heavy volume of testing and training that occurs daily. Therefore, the Air Force believes that such a route would be inconsistent with the national security uses of the Range.

At this time, DOE has not identified a preference for a specific rail corridor in Nevada. If the Yucca Mountain site was approved, DOE would identify such a preference in consultation with affected stakeholders, particularly the State of Nevada. In that case, DOE would announce its preferred corridor in Nevada in a *Federal Register* notice. Following the *Federal Register* notice, DOE would publish its decision to select a corridor in a Record of Decision no sooner than 30 days after the announcement of a preference. However, follow-on implementing decisions, such as selection of a specific rail alignment in a corridor, would require additional field surveys, state and local government consultations, Native American tribal consultations, environmental and engineering analyses, and National Environmental Policy Act reviews.

REFERENCES

Note: In an effort to ensure consistency among Yucca Mountain Project documents, DOE has altered the format of the references and some of the citations in the text in this Final EIS from those in the Draft EIS. The following list contains notes where applicable for references cited differently in the Draft EIS.

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